



SR 520 Legislative Workgroup Draft Recommendations

Senator Rodney Tom
48th District – Workgroup Co-Chair

Representative Scott White
46th District – Workgroup Co-Chair

Barbara Gilliland
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Washington Transportation Commission Meeting
January 20, 2010



Presentation overview

- ESHB 2211 requirements
- Workgroup process
- Workgroup considerations
- Workgroup recommendations
- Public input



ESHB 2211 requirements

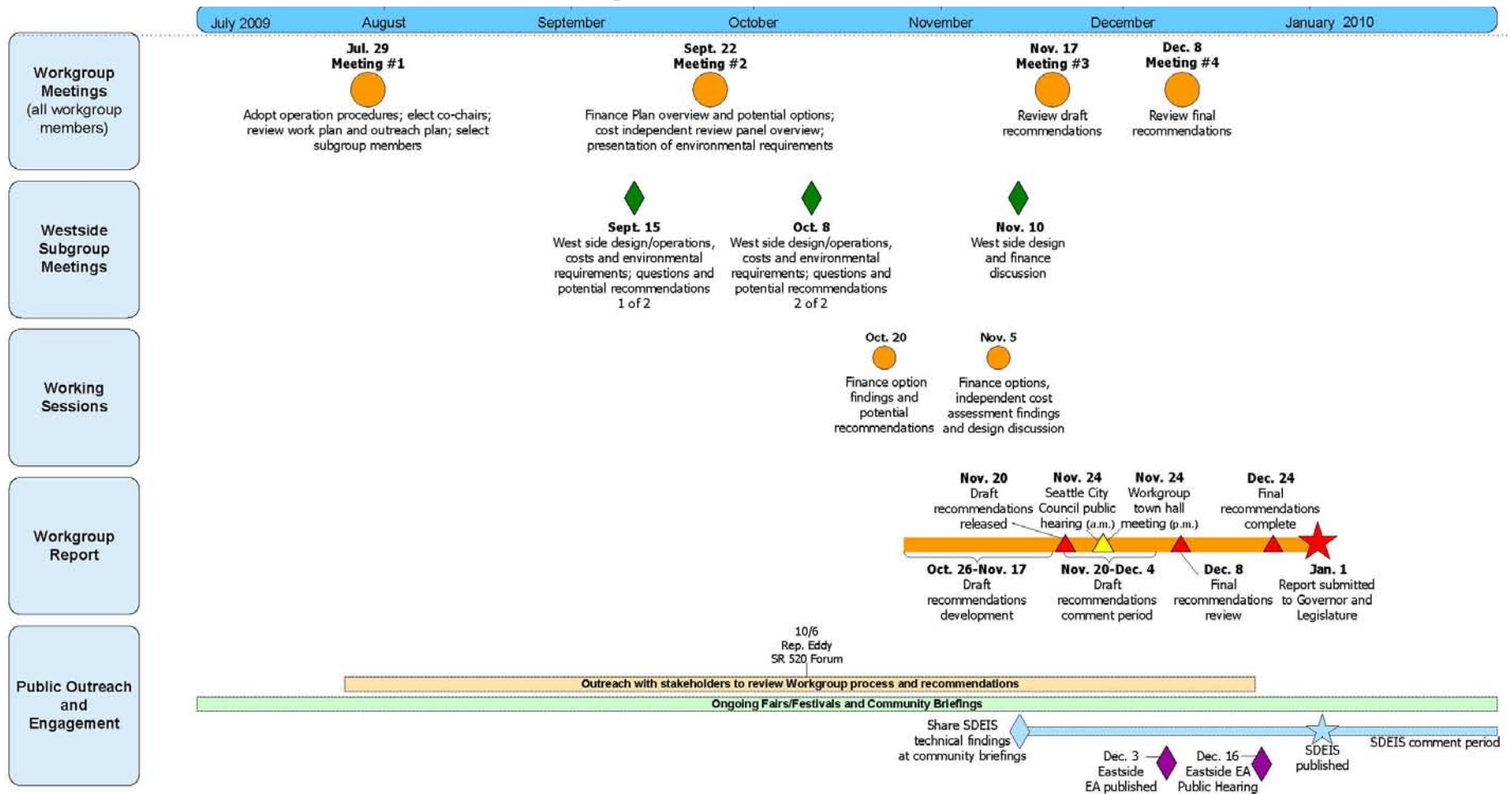
- 16 legislators and transportation officials.
- Representation from Eastside, Westside and Legislative Leadership.
- Co-chairs:
 - Senator Rodney Tom (Eastside).
 - Representative Scott White (Westside).
- Formed a Westside Subgroup to focus on Westside design options.

Two objectives

1. Recommend corridor design options within \$4.65 billion.
2. Recommend a financing strategy to meet that funding target.



Workgroup process





Workgroup considerations

- Community and agency outreach and coordination.
 - Mediation proponents.
 - Other area stakeholders.
 - Regulatory and transit agencies.
 - Local jurisdictions.
- Independent Cost Expert Review Panel.
- Review of federal, state, regional and local funding sources.

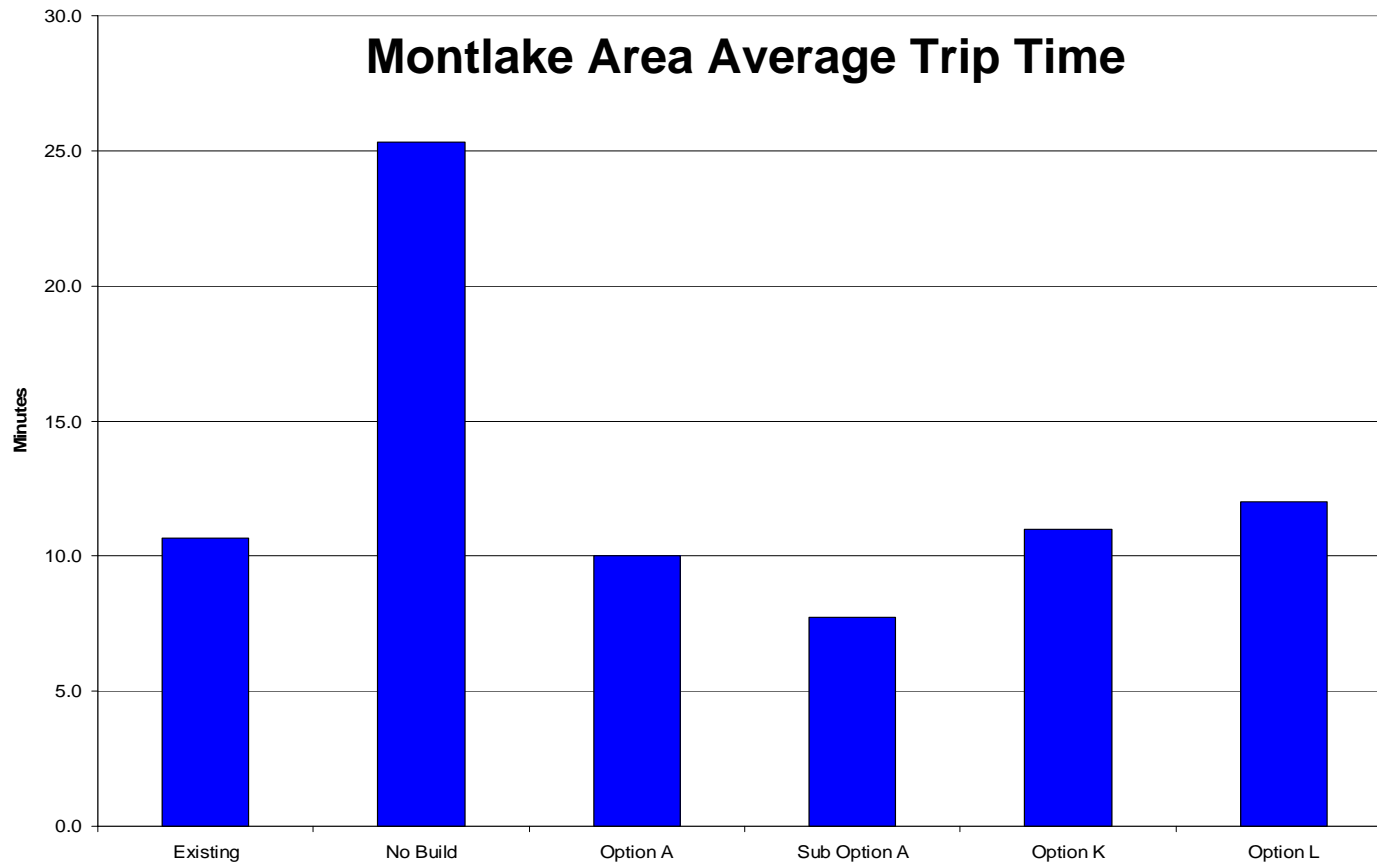


What we heard: Natural and built environment





What we heard: Traffic operations



Note: Data represents a summation of the volume weighted average travel time along 24 key travel paths in the Montlake Boulevard/Lake Washington Boulevard interchange area during a one hour period. Time period evaluated is the Year 2030 PM peak hour.



What we heard: Transit travel times

Option	Origin	Destination	Travel Time (minutes)
No Build	Madison Street	Montlake Triangle	45
	Montlake Triangle	McGraw	9
Option A	Madison Street	Montlake Triangle	18
	Montlake Triangle	McGraw	5
Option A with Sub-option	Madison Street	Montlake Triangle	10
	Montlake Triangle	McGraw	5
Option K	Madison Street	Montlake Triangle	23
	Montlake Triangle	McGraw	3
Option L	Madison Street	Montlake Triangle	28
	Montlake Triangle	McGraw	5



What we heard: Design

Option A+ (I-5 to floating bridge \$2.027 B to \$2.127 B)



This option has not been reviewed through a Cost Estimation Validation process (CEVP).

Costs development with Oct. 16 snapshot.

Risk and inflation costs were derived using the 2008 Cost Estimation Validation process results, most likely at year of expenditure.

Total program cost: \$4.531 B to \$4.631 B



What we heard: Design Option M (I-5 to floating bridge \$3.358 B)



This option has not been reviewed through a CEVP process.

Costs development with Oct. 16 snapshot.

Risk and inflation costs were derived using the 2008 CEVP results, most likely at year of expenditure.

Total program cost: \$5.862 B



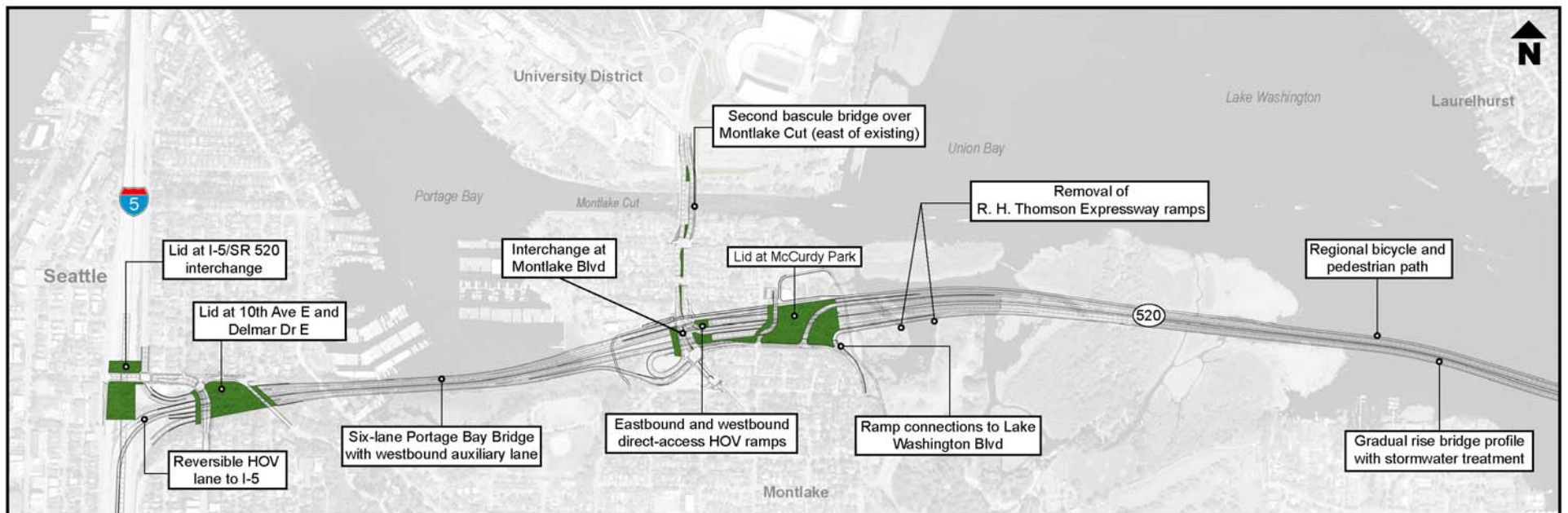
What we heard: Potential funding sources

- **State and federal sources considered:**
 - New State sources
 - New Federal sources
 - Federal TIGER grant
- **Tolling sources considered:**
 - SR 520 uncommitted toll funding
 - Higher SR 520 tolls
 - SR 520 segment tolls
 - I-90 express lane tolls
 - I-90 bridge tolls
- **Regional and local sources considered:**
 - Transportation Benefit District
 - Vehicle license fee
 - Sales and use tax
 - Property tax
 - Commercial and industrial impact fee
 - Motor Vehicle Excise Tax



Legislative Workgroup Draft Recommendation: Design

Option A+





Legislative Workgroup Draft Recommendation: Rationale for Option A+

- It meets the purpose and need of the project and complies with statutory requirements to implement a six-lane (four general purpose and two HOV lanes) bridge replacement project.
- It meets the transportation needs of the corridor with the least impact to the surrounding environment.
- It can be constructed within the \$4.65 billion financial threshold.
- The impacts are covered within the current Draft Supplemental Environmental Impact Statement.
- It meets the needs of transit providers within the SR 520 corridor and on local surface streets.
- It has broad based support from local communities including the University District Community Council, Ravenna Bryant, and Friends of Seattle's Olmsted Park and regional organizations including the University of Washington, Seattle Chamber, King County Metro, and the Eastside Transportation Partnership.



Legislative Workgroup Draft Recommendation: Finance

The Workgroup recommends to the Governor and Legislature a financing strategy that includes:

- Use of the base funding previously identified, including early tolling of SR 520.
- The creation of, and early tolling of HOT lanes on I-90 as soon as is practicable.
- The remaining gap to be filled by new FEDERAL or STATE revenue, to be identified in the next year or two.
- IF THAT DOESN'T HAPPEN, THEN general tolling of I-90 to fill the gap no sooner than 2014.
- The group also recommends the pursuit of cost savings by further refinement of cost estimates and design.



Overview of Public Comments on Draft Recommendations

- Snapshot of participation
- Key comment themes

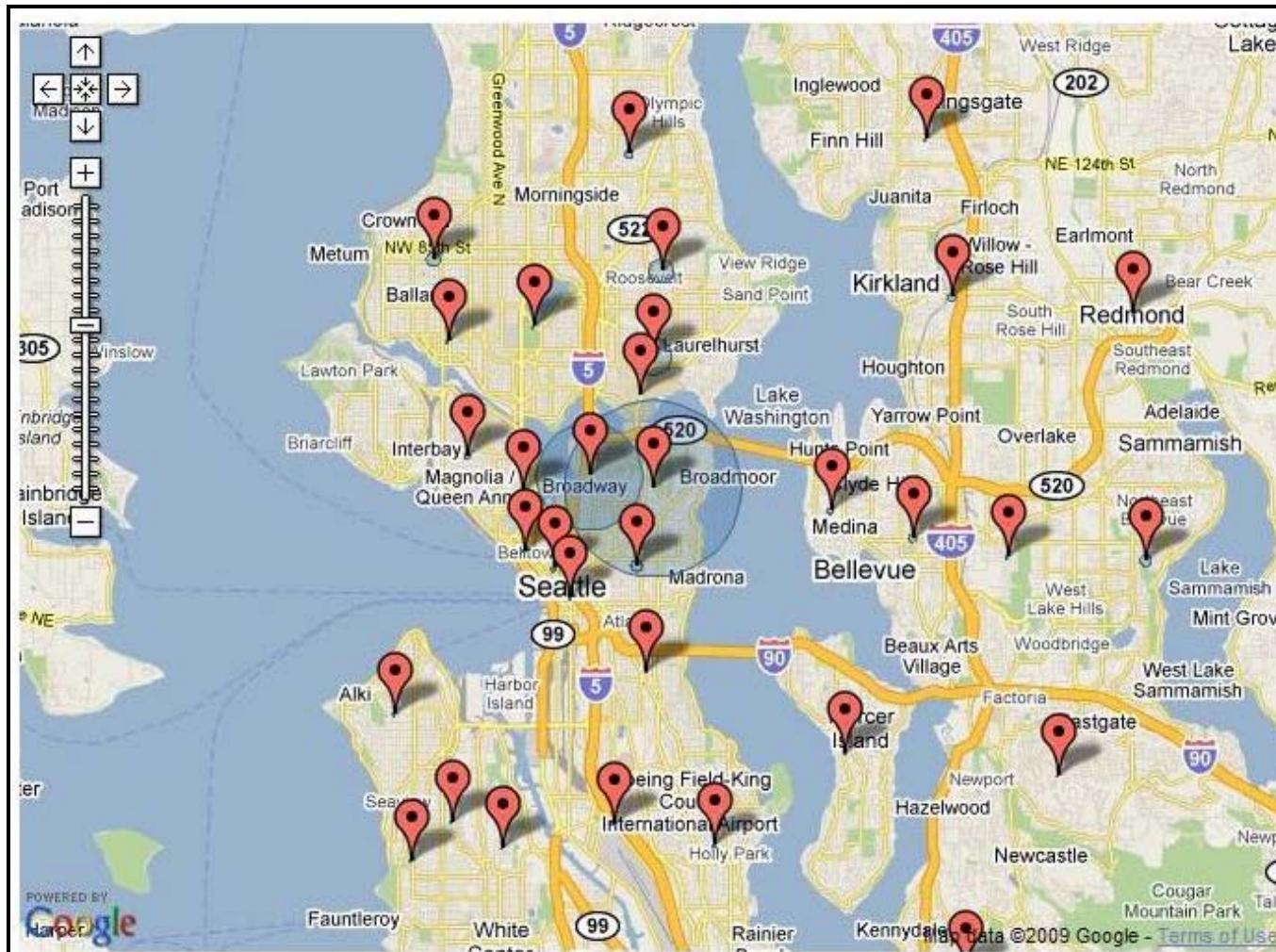


Snapshot of Participation

- A total of **479** individuals participated in the public feedback process:
 - **377** individuals completed one or more questions on the online comment form
 - **71** people provided verbal comments
 - **31** submitted handwritten or e-mailed comments



Map of Participants by Zip Code (online comment form)



**Most common
zip code:**

98112
(Montlake area)
with 217
comments.



Comment Themes: Design (cont.)

Opposition to Option A+ (291 comments)

- Neighborhood impacts – noise, proximity of new bridge to private properties, visual impacts and aesthetics.
- Traffic and mobility impacts.
- Impacts of a ramp connection to Lake Washington Boulevard.
- Some comments mentioned a specific preference for either Option K, L or M.



Comment Themes: Design (cont.)

Support Option A+ (88 comments)

- Cost – Most affordable option, within overall program budget.
- Transit and mobility – allows for improved transit connections.
- Less environmental impacts than other options.
- Many noted support for Option A+ while expressing opposition to the ramp connections at Lake Washington Boulevard.



Comment Themes: Design (cont.)

No design option preference identified (57 comments)

- **Common topics included:**
 - Consider eight or more lanes to accommodate future population growth.
 - Select an option that will accommodate future light rail.
 - Keep the Montlake Freeway Transit Stop in the new design.



Comment Themes: Financing (cont.)

Tolling (188 comments)

- **Consider additional tolling** (143 comments)
 - Improved mobility and increased transit use.
 - User fees should pay to improve roads.
 - Tolling seems like the most realistic method to address the funding gap.
- **Do not consider additional tolling** (45 comments)
 - Opposition to a toll on I-90 to pay for SR 520.
 - Construction of the new bridge should be paid by increased taxes, not tolls.



Comment Themes: Financing (cont.)

Other common topics:

- Support for pursuing maximum state and federal funding opportunities.
- Replace vulnerable section first until future funds become available.



Comment Themes: Other

- Keep this project moving forward – reference of time already invested by the region. (106 comments)
- Support for selecting an option that improves local traffic and mobility (Montlake Boulevard corridor). (61 comments)
- The state should not proceed with a design option until the project is fully financed. (26 comments)
- Repeated comments listed in previous sections. (91 comments)



Final actions

- Agreement on design and finance recommendations at Dec. 8, 2009 final Legislative Workgroup Meeting
- Final report submitted to Governor Gregoire and Legislature on Dec. 30, 2009.



SR 520 Legislative Workgroup Web site:
www.wsdot.wa.gov/partners/sr520legislativeworkgroup

SR 520 Program Web site:
www.wsdot.wa.gov/projects/SR520Bridge

SR 520 Program

Back-pocket information

Purpose and need



Purpose statement

The purpose of the SR 520: I-5 to Medina Bridge Replacement and HOV Project is to improve mobility for people and goods across Lake Washington within the SR 520 corridor from Seattle to Redmond in a manner that is safe, reliable and cost effective, while avoiding, minimizing, and/or mitigating impacts on affected neighborhoods and the environment.

Why is the project needed now?

The Evergreen Point Bridge is a critical component of the Puget Sound region's transportation infrastructure. The I-5 to Medina project addresses two key issues facing the SR 520 corridor:

- Bridge structures that are vulnerable to catastrophic failure; and
- Worsening traffic levels and congestion due to growth in jobs and housing over the last two decades.

SR 520 Program description

The SR 520 Bridge Replacement and HOV Program will replace the Portage Bay and Evergreen Point bridges and improve the existing roadway between I-5 in Seattle and SR 202 on the Eastside.

The SR 520 Bridge Replacement and HOV Program includes four projects:

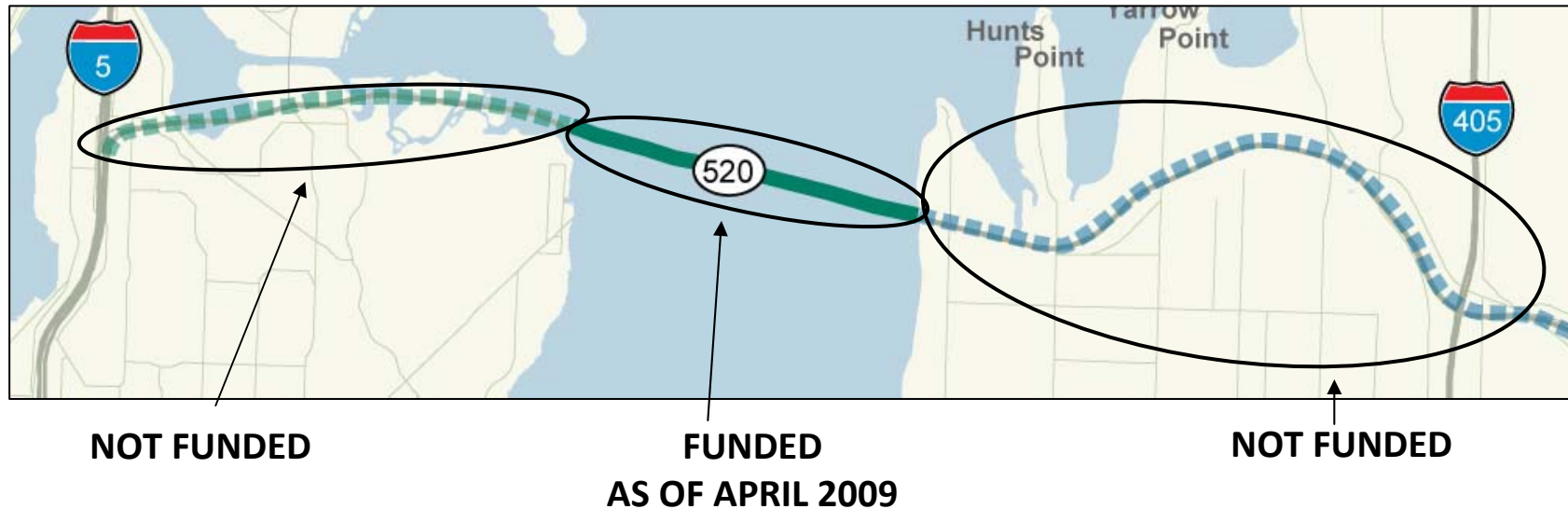
- I-5 to Medina: Bridge Replacement and HOV Project** – I-5 to the vicinity of Evergreen Point Road.
- Medina to SR 202: Eastside Transit and HOV Project** – Evergreen Point Road to SR 202.
- Lake Washington Congestion Management Project** – Traffic management and tolling from I-5 to I-405.
- Pontoon Construction Project** – Pontoons for catastrophic failure planning.



Program area map.

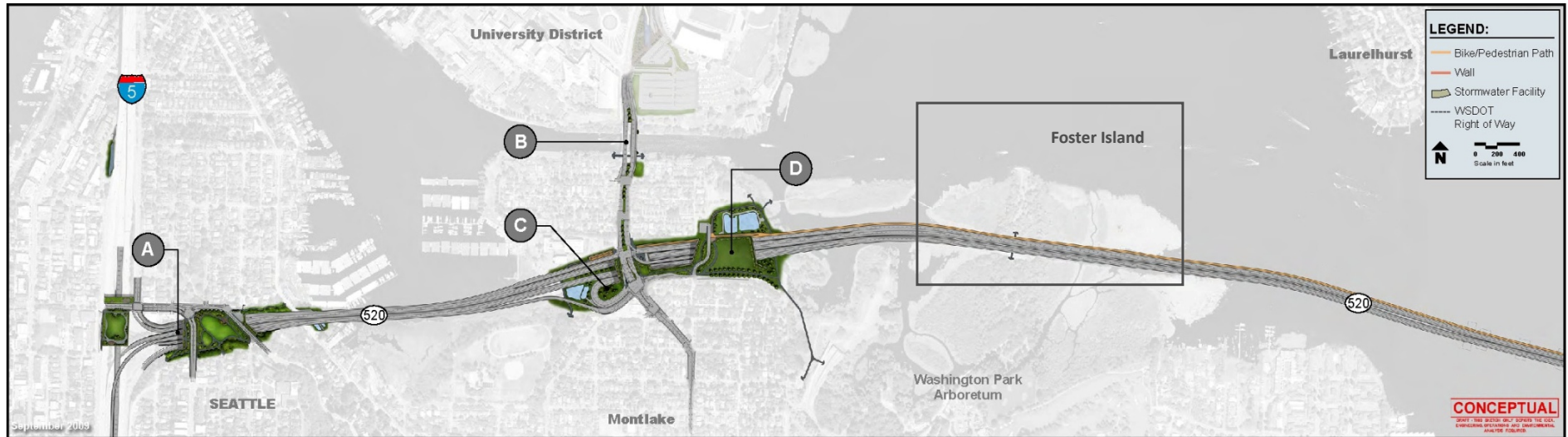
SR 520 Program — What is funded?

- \$4.65 B Program — **Not Fully Funded**
 - \$4.35 B after sales tax deferral
 - \$2.36 B funding gap as of April 2009
- \$2.11 B Floating Bridge & Landings — **Fully Funded**
 - \$1.99 B after sales tax deferral
 - Floating bridge and landings fully funded as of April 2009



Option A:

I-5 to floating bridge \$2.022 B to \$2.298 B



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- Adds parallel bascule bridge.



- Similar to today's interchange.
- Modifies and adds transit connections, including westbound transit-only off-ramp.

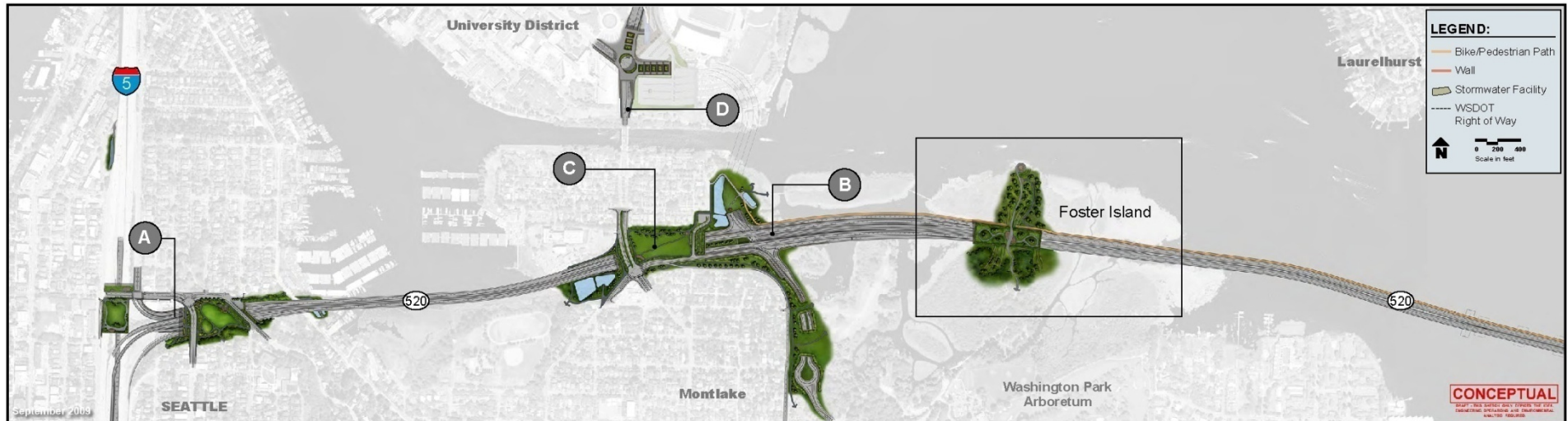


- Lid over SR 520 at McCurdy Park
- No Lake Washington Boulevard ramp connection.

Total program cost: \$4.526 B to \$4.802 B

Option K:

I-5 to floating bridge \$4.070 B to \$4.168 B



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- One traffic signal for freeway access, including HOV direct access.



- Montlake Boulevard E. primarily serves local traffic.
- Full freeway access from north and south of Montlake Cut.

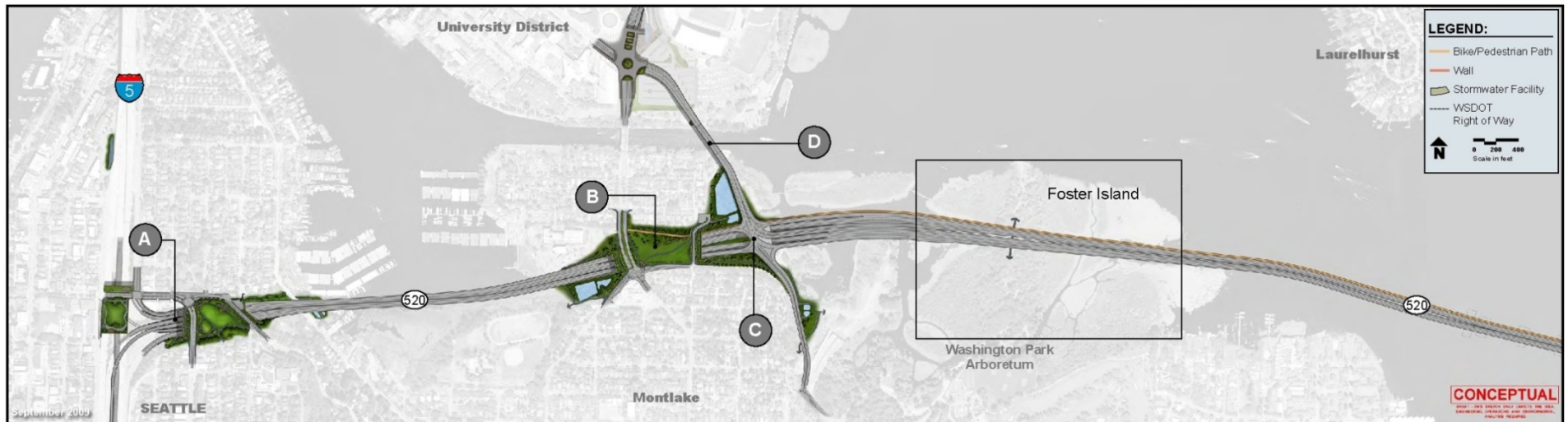


- Tunnel under the Montlake Cut.

Total program cost: \$6.574 B to \$6.672 B

Option L:

I-5 to floating bridge \$2.562 B to \$2.642 B



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- Montlake Boulevard primarily serves local traffic.
- SR 520 connection to Lake Washington Boulevard E. and NE Pacific Street.



- One traffic signal for freeway access, including HOV direct access.
- Lid over SR 520 at Montlake.



- Adds second bascule bridge to east of existing Montlake bridge.

Total program cost: \$5.066 B to \$5.146 B